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VOYAGES AND TRAVELS

AN ENGLISH GARNER

VOYAGES AND TRAVELS

mainly during the 16th and 17th Centuries

VOL. II

WITH AN INTRODUCTION BY

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PUBLISHERS' NOTE

THE texts contained in the present volume are reprinted with very slight alterations from the *English Garner* issued in eight volumes (1877-1890, London, 8vo) by Professor Arber, whose name is sufficient guarantee for the accurate collation of the texts with the rare originals, the old spelling being in most cases carefully modernised. The contents of the original *Garner* have been rearranged and now for the first time classified, under the general editorial supervision of Mr. Thomas Seecombe. Certain lacunae have been filled by the interpolation of fresh matter. The Introductions are wholly new and have been written specially for this issue.

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INTRODUCTION TO VOLUME II

THE second volume of these travels opens with an abridgment of the first part of the celebrated *Itinerario* of Jan Huygen van Linschoten—'John the son of Hugh,' from the village of Linschoten in Utrecht, the probable home of his forefathers, but not his own birthplace. The author was born at Haarlem in or about 1563; in 1573, either before or just after the great siege of Haarlem, by the Duke of Alva, the family removed to Enkhuizen in North Holland, a town which escaped the Spanish re-conquest. At the age of sixteen, on December 6, 1576, young Jan started on his travels, and his first objective was remarkable. It was the country with which his countrymen, and especially the city of Enkhuizen and the province of North Holland, were so desperately struggling. Political war co-existed with an active commerce, and Linschoten sailed from the Texel in a fleet of some eighty vessels, bound for San Lucar in Andalusia. After a stay of six years in Spain (as the narrative tells us), mainly in Seville and Lisbon, Jan sought employment in the East Indian fleet, like his half-brother Willem Tin, who went in the same ship as *schreevijn* or *clerk* (not *purser*, as in the English translation, vol. ii. p. 7, etc.). Shortly after Linschoten's arrival at Goa, on September 21, 1583, John Newberie, Ralph Fitch, William Leedes, and James Storey were brought there under arrest from Ormuz, accused of being spies in the pay of Don Antonio, pretender to the crown of Portugal.¹ Drake's voyages in the Pacific and East

¹ For Linschoten's account of this, see vol. i. pp. 324-30.

Indies were of recent occurrence, and Englishmen were now regarded as somewhat of a dubious blessing in the Portuguese East. It was therefore with difficulty that Linschoten, his friend and comrade Bernard Burcherts of Hamburg, and Thomas Stevens the Jesuit, procured the release of Newberie, Fitch, and the other Englishmen. In 1584 Burcherts returned to Europe by the Persian Gulf, the Euphrates, and Aleppo; but Linschoten remained, hoping vainly for an opportunity of extending his travels to Eastern Asia. China and Japan, he wrote to his parents, were about the same distance as Portugal from the Malabar coast, a three years' journey: a Dutch friend of Linschoten's, one Dirck Gerritsz, had just been to the Far East as a gunner, and had pressed him to go too. In those distant and favoured lands two hundred ducats might easily be turned into six or seven hundred; but the necessary capital was wanting. Gerritsz, nicknamed 'the Chinaman' from his China voyages, was born at Enkhuizen, and spent in all twenty-six years in the Indies. He returned in the same ship with Linschoten, which sailed from Cochin on January 20, 1589; and from him comes most of the information of the *Itinerario* about the navigation of the China seas. In 1598 he piloted the Dutch fleet on its first voyage by the South-West Passage (of Magellan's Straits) to India. His notes on India are occasionally embedded in Linschoten; but their only proper edition was in Lucas Jansz Waghenaer's *Thresoor der Zeevaart* (Leyden, 1592). The *Itinerario* of Linschoten, as we have suggested, contains the results, not only of Linschoten's own experience, but of that of many other travellers; and the author, it is clear, was a collector of Hakluytian industry and judgment. He appears to have been hard at work upon it from the time of his return to Enkhuizen (September 3,

1592) until the complete publication of this encyclopædic survey of 'Cape Commerce' and 'Cape Routes' in the beginning of 1596. On October 8, 1594, the States-General of Holland granted him a formal licence to publish, but the book was not then ready, although parts of it seem to have been informally circulated, and all its chief suggestions were known to and discussed among the leaders of Dutch commerce during 1595.

In compiling his great book Linschoten was greatly helped by the eminent scholar, Bernard ten Broecke, the physician of Enkhuizen, who in the world of letters was known as *Paludanus*, the Latin equivalent of his surname, for scholars were still ashamed to be known as John Brewer and Jim Baker. Many of the notes and not a few passages interpolated into the text are from the hand of Paludanus, whose comments, though learned enough, are not always as much in touch with fact and nature as could be desired.

The *Itinerario* is divided into three principal books or parts, the first containing the narrative of the journey proper, in ninety-nine chapters, running to six hundred and twenty-seven pages in the Hakluyt Society's (1885) reprint of the English translation of 1598. In the second part (the first to be published, in 1595) is a collection of the routes from Europe to East and West Indies alike, in many cases translated from unpublished manuscripts of Portuguese and Spanish pilots; here is also an abundant mass of notes on the routes of the China seas. This part of Linschoten's work had great political importance; it served as the chief guide to the Dutch fleets in their early expeditions to the East, and in their first attempts to wrest the mastery of the Indies from Spain and Portugal. In the third part we have